

METROPOLITAN TRANSPORTATION COMMISSION

ANNUAL REPORT



MANAGING THE SYSTEM
THAT MOVES THE BAY AREA

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ANNUAL REPORT 2001

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The Bay Area's transportation network is an impressive achievement and a priceless asset. Our challenge is to elevate this regional network into a well-functioning system for the 21st century.

AN ESTABLISHED NETWORK

The San Francisco Bay Area possesses a diverse array of transportation facilities, including: 19,600 miles of local streets and roads; 9,900 miles of transit and paratransit routes, including about 400 miles of rail transit; 4,000 buses, cable cars, rail cars and ferries; 1,400 miles of highways; over 300 miles of carpool lanes; eight toll bridges; and an extensive system of bicycle and pedestrian trails.

These roads, rails and trails, and the conveyances that travel over them, represent billions of dollars of accumulated investment — financed largely by tax-paying, toll-paying, fare-paying Bay Area residents over a period of decades. It is an impressive inventory of tangible transportation assets.

Of course, it is more than just a list. The physical linkages that exist between the various pieces — highway and road systems, BART lines and bus routes — transform an expensive collection of assets into something even more valuable: a regional transportation network. Stitching the Bay Area together from Santa Rosa to San Jose, from the Golden Gate to the Altamont Pass, our transportation network virtually creates a region out of nine far-flung counties and a crazyquilt of geographical features.

But the Metropolitan Transportation Commission believes in more than a network. We believe in an integrated, well-functioning, efficient transportation *system*. What's the difference? In computer terms, it's the distinction between hardware and software. If the transportation network is the hardware, the software is the combined power of institutional partnerships, technology and customer-oriented services. By adding these elements to our network, MTC is striving to bring into being a transportation system for the 21st century Bay Area.

In this report we spotlight some of the programs, products and services that MTC and its partners are deploying to develop and manage a system for moving the Bay Area.

AN EMERGING SYSTEM



FROM THE EXECUTIVE DIRECTOR

The first year of the new millennium was an unusually eventful one, marked by tumult and change. But for MTC, it also was a year of major accomplishments.

MTC began 2001 in a slowing but still vibrant peacetime economy buoyed by a combination of voter support for transportation sales taxes and a new state funding program that had boosted the revenues available for transportation projects and services by nearly \$10 billion. By the time the year was out, we had been deeply shaken by the terrorist attacks on New York and Washington and were fighting to protect transportation funding from cuts in state and federal budgets ravaged by a sinking economy and wartime security concerns.

Looking back on this challenging year, I am extremely proud of the record of achievement MTC established. Perhaps the most significant of these achievements was the completion of the *2001 Regional Transportation Plan*, which was adopted in December following the most extensive public outreach effort in MTC's history. More than 4,000 area residents contributed to the plan's development over a 10-month period that began in February 2001.

The new plan details how some \$87 billion of anticipated local, state and federal transportation revenues will be invested in the nine-county Bay Area during the next 25 years. The cornerstone of the plan is the Regional Transit Expansion Program — adopted by the Commission as Resolution No. 3434 — which calls for a nearly \$11 billion investment in new rail and bus projects that will improve mobility and enhance connectivity for residents throughout the Bay Area. The *2001 Regional Transportation Plan* includes a second tier of priorities known as the Bay Area Transportation Blueprint for the 21st Century that specifies additional projects to be funded if new revenues become available.

MTC moved into the world of high finance in 2001 when — in its role as the Bay Area Toll Authority (BATA) — the agency issued \$400 million in tax-exempt bonds to finance major capital improvements to several of the region's toll bridges. BATA's first-ever debt offering was fortuitously timed, coming to market during a period of historically low interest rates. The top-grade credit rating BATA earned allowed the agency to take full

*It was a year of tumult and change —
but 2001 also was a year of major accomplishments for MTC.*



advantage of these low rates, saving millions of dollars in debt payments for Bay Area toll-payers and maximizing the amount available for bridge work.

The region's state-owned toll bridges also will benefit from passage by the Legislature last year of a \$2.5 billion state/local cost-sharing agreement for overruns associated with the seismic retrofit of these vital structures. MTC played a pivotal role in support of the legislation, which was sponsored by East Bay Assemblymember John Dutra. The deal also removed the final financial obstacle to the replacement of the eastern span of the San Francisco-Oakland Bay Bridge, clearing the way for construction to begin on this monumental project in 2002.

And, as the year drew to a close, we announced with great excitement the launch of the new TransLink® universal transit-fare "smart card" into limited service. A textbook example of the kind of technology-based, customer-focused, cooperatively managed project that we are featuring in this report, TransLink® is now being used by a few thousand volunteers in a six-month pilot program that began on six major Bay Area transit systems in early 2002. Following evaluation of the pilot program, MTC and its partner agencies will decide whether to install TransLink® equipment on all 20-plus Bay Area transit systems, which together carry more than 1.6 million riders each day. Full-scale implementation of TransLink® would be instrumental in creating a truly seamless regional transit network, and would play a pivotal role in ensuring mobility for all Bay Area residents.

While budget politics and an uncertain economy present formidable funding challenges in the near term, the long-term funding picture brightened considerably when voters passed Proposition 42 in the recently held March election. This measure will generate upwards of \$250 million annually in the nine Bay Area counties beginning in fiscal year 2008–09. So, we begin 2002 on an optimistic note; I hope there will be more good news to report at this time next year.

Steve Heminger



SYSTEM MANAGEMENT

Over the last half-century, the Bay Area's transportation infrastructure expanded dramatically, both responding to and facilitating the sustained growth in the region's economy and population. Hundreds of miles of freeway were constructed. Thousands of miles of new streets and roads appeared. The BART system was created from scratch and later extended. An extension to San Francisco International Airport is nearing completion and another to San Jose is now on the drawing board.

We have made a huge investment in concrete, asphalt and steel. But we will not realize the full benefit of this expenditure unless we now make the effort — similar in intensity if not in dollars — to ensure that the component parts of the network function in a well-coordinated fashion.

So, while the Bay Area continues to make significant strategic investments to expand the transportation network, we are increasingly choosing to design and implement improvements that focus on boosting the efficiency of the region's existing transportation resources. Managing traffic, improving transit and roadway operations, ensuring rapid response to freeway incidents, and providing on-demand traveler information — these are some of the actions that characterize what we have come to call a "system management" approach to transportation.



*We are striving to boost the efficiency
and maximize the capacity
of the region's transportation network.*



When we speak of a transportation system, we refer to more than the sum of the individual components, and to more even than their interconnectedness as a network. We refer really to an ideal — to the state of optimal operation that can theoretically be achieved when all network components are working together in the most coherent and efficient way possible to serve the myriad mobility needs of Bay Area residents. Creating these conditions is a big job, but it doesn't lend itself to grand solutions. We are making progress on a project-by-project basis. In doing so, we have identified and capitalized on three factors that are crucial in the development and effective management of a Bay Area transportation system. These are partnership, technology and a focus on the customer.

PARTNERSHIP

In the past, Bay Area transportation organizations thought of themselves primarily as advocates, planners and funders (in the case of MTC), or as builders and maintainers (Caltrans and local road departments), or, in the case of transit operators, as service providers. This division of responsibility meant that no single entity acted as custodian of the overall regional transportation network. No one player has had as its mission the optimal functioning of all the pieces together.

Making a virtue of necessity, we are learning to cooperate. MTC, as the Bay Area transportation agency with the clearest regional focus, has played a special role in fostering this cooperation and ensuring that jurisdictional issues not be allowed to interfere with the smooth operation of the system. The spirit of partnership is on display in many of the operational projects illustrated in the following pages.

TECHNOLOGY

Technology is changing transportation. The electronic toll collection technology behind FasTrak™ and the smart-card technology powering the TransLink® universal transit fare card will pay big dividends in user convenience and system efficiency. And they are only the tip of the iceberg. Advances in communications technologies have made it possible to collect and disseminate a vast volume of information on the state of the transportation system. By telephone and over the Internet, this information is being put to use in a variety of ways — by organizations like MTC and by individual travelers — to improve the operation of the system.

CUSTOMER FOCUS

The users of the transportation system are customers — millions of individual customers — and they must be treated as such. Today's travelers are savvy consumers of transportation services, and as consumers they want and expect choices, and they want timely information to help them make better choices. As good system managers, we must strive to provide them with that information, because the better their individual travel decisions, the more efficiently the transportation system will perform overall.

The examples of system management in the pages that follow all to one degree or another display these features. Partnerships, technology, customer-oriented services: These are the tools MTC is using to develop a transportation system for the 21st century Bay Area.





*The goal of MTC and its partners is to ensure that
Bay Area freeways operate at peak efficiency
and that public transit is both accessible and convenient.*

An early champion of “system management” strategies to boost the efficiency of the existing transportation network, MTC is an active sponsor — with Caltrans, the California Highway Patrol, transit operators and others — of a number of pioneering projects already in operation throughout the Bay Area. MTC believes that these projects, and others like them, can reduce congestion, improve traveler information and increase access to the Bay Area transportation network. Taken together, they help the region squeeze more capacity out of existing resources and get more bang for our transportation buck.

MTC is partnering with Caltrans and the California Highway Patrol to improve freeway operations.



FREEWAY MANAGEMENT

Ensuring that Bay Area freeways operate safely and efficiently is the goal of three partner agencies: MTC, Caltrans and the California Highway Patrol (CHP). In order to improve coordination among their organizations’ individual roles and make the best use of existing resources, the heads of the three agencies meet regularly as the Freeway Management Committee.

Recently, the committee embarked on a “Freeway Concept of Operations Project” to develop a common understanding of each other’s roles and responsibilities, improve existing policies and practices, and develop a multi-year action plan for enhancing freeway operations.

As a test of increased coordination among the three agencies, a demonstration of the “clear lanes effectively and rapidly,” or CLEAR, program was initiated in July 2001 on a 16-mile stretch of Interstate 80 in the East Bay. It includes increased CHP and Freeway Service Patrol presence (see page 8), the use of changeable message signs and radio advisories, and up-to-the-minute traffic reports on MTC’s traveler information number, 817.1717.

TRANSLINK®

The effort to create a seamless regional transit network took a giant step forward in late 2001 with the announcement of a pilot program for the TransLink® universal transit-fare card. During the six-month public demonstration, TransLink® cards will be tested by a few thousand volunteers on selected routes and at certain stations of six of the region’s largest transit agencies: AC Transit, BART, Caltrain, Golden Gate Transit, San Francisco Muni and Santa Clara Valley Transportation Authority.

Transit riders will use a plastic “smart card” embedded with a computer chip that they load with a dollar value, stored rides or monthly passes. They need only tag the credit-card-sized card at an electronic reader device, and the correct fare value will be deducted automatically from the card.

After the success of the pilot program is determined, MTC and the participating agencies will decide whether to install TransLink® equipment on all Bay Area transit systems, which together carry in excess of 1.6 million riders a day.

Federal Transit Administration chief Jennifer Dorn gave the TransLink® smart card a try in a November 2001 visit to San Francisco.



MTC capitalizes on technological advances to offer new travel services — like a Web-based trip planner that generates personalized transit itineraries with the click of a mouse.



TRANSIT INFORMATION WEB PAGE

Little did Cal-Berkeley students Daniel Gildea and Mikael Sheikh know when they came up with the Transit Information Web page in 1994 that the number of daily users would jump from 500 shortly after the site's debut to the current average of more than 16,000 visitors per day.

Operated by MTC since 1995, the site now provides schedules, fares and route maps for over 40 public and private transit services. It also serves as the host for the transit trip-planning feature that MTC added in 2001 (*see following article*).

More innovations are in store for the Web site. MTC is looking at developing Palm applications for providing personalized transit information. In addition, the current site, www.transitinfo.org, is destined to be absorbed by a broader Web portal that MTC hopes to launch later this year. The new site will consolidate a range of traveler information that is now scattered among a number of different sites.

TRANSIT TRIP PLANNER

Riders on more than a dozen Bay Area transit systems no longer have to consult maps, schedules or transit guides to get where they want to go by bus, ferry or train. In July 2001, MTC launched a unique, new service: a Web-based trip planner that generates personalized itineraries with the click of a mouse. Users just type in the address, intersection or landmark they are departing from and their destination, and the system tells them which routes to take, when and where to board, and where to transfer.

The latest enhancement to the Bay Area Transit Information Web page (*see left*), MTC's transit trip planner is already generating 3,600 itineraries per day.

The trip planner also is being used by the telephone information centers operated by the transit agencies themselves, making the service available to members of the public who don't have access to the Web.

MTC will expand the trip planner to include all Bay Area transit agencies by the end of 2002.

TRAFFIC ENGINEERING TECHNICAL ASSISTANCE PROGRAM (TETAP)

To the average driver, encountering a string of traffic signals that are out of sync is maddening. The stop-and-go traffic that results from such mistiming not only slows travel time but wastes fuel and increases the amount of pollutants produced by vehicles.

MTC's Traffic Engineering Technical Assistance Program (TETAP) was established in 1993 to smooth traffic flows by coordinating the timing of signals both within and between jurisdictions. TETAP provides consultant expertise for local governments that do not have the in-house staff to maintain and operate their traffic signal network.

In 2001, 17 projects were completed, resulting in the retiming of 86 traffic signals.

Recently, MTC also created an extensive database that contains information about all 7,000 signals in the region. In addition to assisting local jurisdictions in their efforts to monitor and maintain their traffic signal inventory, the system allows neighboring cities to exchange information about the location and timing of traffic signals along shared arterial roadways.



Savvy transit riders use this MTC-sponsored Web site to plan their trips.



Synchronized signals can help manage traffic flows on city streets.



*Greater convenience, reduced congestion,
enhanced safety — travelers benefit
from an active approach to system management.*

FASTRAK™

Commuters crossing any of the Bay Area's eight toll bridges can now avoid the stop-and-fumble exercise of digging for bridge toll money as they approach the toll booths. By the end of October 2001, all toll booths on the seven state-owned toll bridges as well as the Golden Gate Bridge were equipped with the FasTrak™ electronic toll collection (ETC) system, eliminating the need for cash.

To use the system, motorists establish a special FasTrak™ debit account, and receive a transponder to attach to their windshields. As motorists drive through the toll plaza without stopping, the toll is automatically deducted from their account.

On the seven state-owned toll bridges alone, over 125,000 ETC accounts have been opened to date, with more than 25 percent of all commute-hour bridge users taking advantage of the ETC.

Early in 2002, MTC and Caltrans began development of a long-term strategic plan to increase usage of FasTrak™ and explore the possibility of expanding ETC to other uses such as collecting parking fees.

*Motorists can now
pay tolls electronically
with FasTrak™ at
every toll booth on all
Bay Area bridges.*



FREEWAY SERVICE PATROL

More corners of the Bay Area were gathered under the protective wings of the Freeway Service Patrol (FSP) this past year. The fleet of roving tow trucks patrols the most congested freeways in the region, helping motorists with car trouble (free of charge), removing hazardous debris or quickly clearing accidents, primarily during commute hours.

The FSP added another 41 miles to its coverage in July 2001, filling in gaps in service areas and boosting the total mileage in the tow truck network to more than 400. At the same time, hours were extended on two existing "beats." To expedite all this additional work, the FSP added seven new trucks to its fleet, bringing the total to 74.

More service enhancements are in the works for 2002. Starting this summer, three new beats will be launched, and, on selected beats, patrol hours will be increased, midday and Sunday service will be added, and mileage will be expanded.

The FSP is jointly operated by MTC's Service Authority for Freeways and Expressways along with Caltrans and the California Highway Patrol.

CALL BOX PROGRAM

Nearly 8,000 motorists a month stop at the Bay Area's roadside call boxes to ask for help. They may need a tow truck, want to report hazardous debris in the roadway or need assistance with a flat tire. With the improvements made to the call box answering system over the past year and a half, those motorists, on average, will have to hold the phone for no more than 15 seconds before a dispatcher comes on the line.

Had they made the call early in 2001, the wait could have been three times as long. This dramatic change in response time is the result of a shift of call answering responsibility from the California Highway Patrol to a private call answering center. The shift freed CHP dispatchers to concentrate on responding to cell phone 911 calls and calls from other law enforcement agencies, which are their highest priorities. The private call center can route call box calls quickly to towing services or paramedic help — or to the CHP when assistance is needed.

*Freeway Service Patrol tow trucks
help unclog freeways and keep
motorists safe.*



*Soon, callers seeking information about travel and transit will simply
say the name of the freeway or bus operator and
a voice-responsive system will provide the answers they need.*



817.1717 AND 511

Want to know what traffic is like on the freeway before you head out in the morning? What about the schedule for the nearest bus route?

The answers to these questions and others — on ridesharing, bicycling and airport ground transportation — can be had with a call to 817.1717, the Bay Area's traveler information phone system. In 2001, nearly 700,000 local travelers made that call.

Starting in the fall, they will be able to get the same information by punching in a new number — 511, the Federal Communications Commission-designated nationwide traveler information number that will replace 817.1717 in the Bay Area after an overlap period of six months or so.

Along with the new number, other dramatic changes are in the works for the traveler information line. Rather than go through a menu, callers will be able to simply say the name of the freeway or transit operator they're interested in and a voice-responsive system will take it from there. In addition, Web surfers will be able to go to a single Web portal to get real-time traffic information, transit schedules and routes (including online personalized transit itineraries), and an Internet-based ride-matching service.

Diamond lanes boost freeway capacity and reduce travel times for carpoolers and bus riders.

CARPOOL LANES

Over the past dozen years, the number of miles of carpool lanes in the Bay Area has nearly quintupled, from 65 miles in 1990, when MTC published its first *High-Occupancy-Vehicle (HOV) Lane Master Plan*, to more than 320 miles today. And MTC's recently adopted *2001 Regional Transportation Plan* proposes investing in an additional 270 HOV lane miles by 2025.

To guide this expansion, MTC is updating its HOV lane plan, which was last revised comprehensively in 1997. The new plan will take a fresh look at hours of operation and occupancy requirements for existing and planned HOV lanes, enforcement practices, and the need for additional park-and-ride lots. It also will assess the potential air quality impacts of various scenarios, such as conversion of mixed-flow lanes to HOV lanes. The update will develop recommendations on when and where the Bay Area's carpool lane system should expand, and under what conditions.

The plan is expected to be completed by the end of 2002.



RIDESHARING

According to a 2001 survey, 17 percent of Bay Area commuters regularly participate in a formal or informal carpool or vanpool. Many of them found their "pool partners" via regional rideshare services offered by MTC through its contracts with RIDES for Bay Area Commuters and Solano/Napa Commuter Information.

To increase the number of commuters who carpool, MTC is turning to high-tech tools to simplify and streamline the ride-matching process. Starting in the summer of 2002, commuters will be able to log on to a special Web site, register their e-mail addresses and commute data, and get a password that will then allow them to find their own carpool partners. Potential matches will be mapped through geographic information systems (GIS) software. Users can simply click on the closest match on the map and make their own carpooling arrangements directly via e-mail exchanges.

In Seattle, where King County Metro recently implemented a GIS-based Internet ridematching system, 70 percent of new ridematching applicants now use the Internet to identify other commuters interested in sharing a ride. ■

MTC-sponsored ridematching services help commuters form carpools.





HIGHLIGHTS

OF THE YEAR

Planning, advocacy, funding and outreach: MTC was active in each of these key areas in 2001. MTC's most significant planning achievement was the development and adoption of the *2001 Regional Transportation Plan* and its accompanying Regional Transit Expansion Program. Among the year's other highlights were the initial identification of a Lifeline Transportation Network to help meet the needs of the region's lower-income residents, adoption of the *2001 Ozone Attainment Plan*, and launches of a new Bay Crossings Study and a Pedestrian Safety Task Force.

As a legislative advocate, MTC played a key role in the passage of Assembly Bill 1171 — which finalized terms of a financing plan for retrofitting state-owned toll bridges — and Assembly Constitutional Amendment 4. When the latter (as Proposition 42) rolled to victory at the polls in March 2002, transportation gained a guaranteed funding source in the form of the state sales tax on gasoline.

Highlighting the agency's funding activities in 2001 was the successful issuance (by the AA-rated Bay Area Toll Authority, in its first-ever debt offering) of \$400 million in bonds to help fund capital improvements on Bay Area toll bridges.

And in 2001 MTC undertook the most extensive outreach effort in the agency's 30-year history, soliciting public input on the *2001 Regional Transportation Plan*, capitalizing on new technologies to educate and involve Bay Area residents, and joining forces with other regional agencies to launch a "smart growth" initiative.



Planning, advocacy, funding and outreach were key areas of MTC activity in the year 2001, with major focus on the 2001 Regional Transportation Plan.

PLANNING

2001 REGIONAL TRANSPORTATION PLAN

MTC's adoption in December of the *2001 Regional Transportation Plan* (RTP), brought to a close a marathon process involving dozens of meetings, thousands of participants and a number of innovative planning initiatives (*discussed further below*). The final 2001 RTP specifies how some \$87 billion of anticipated federal, state and local transportation funds will be spent in the Bay Area during the next quarter-century.

The bulk of the RTP revenue — which includes fuel taxes, transit fares, bridge tolls and dedicated sales taxes — will be used to maintain and operate existing street, highway and transit systems. But the plan also calls for significant expansion of the Bay Area transportation network, and triples funding for MTC programs that promote transit- and pedestrian-oriented development.

Drivers will benefit as well, as the RTP provides funding for several high-profile congestion-busting projects. Examples include drilling a new fourth bore for the Caldecott Tunnel, widening U.S. 101 to accommodate carpool lanes from the Novato Narrows to Windsor in the North Bay and from South San Jose to Morgan Hill in the South Bay, and making badly needed improvements to the Interstate 80/ Interstate 680/Route 12 interchange in Solano County.

Regional Transit Expansion Program

One of the cornerstones of the 2001 RTP is the Regional Transit Expansion Program, which calls for a nearly \$11 billion investment in new transit projects that will improve mobility and enhance connectivity for residents and visitors throughout the nine-county region.

Adopted as Resolution No. 3434, the Regional Transit Expansion Program is the successor to MTC's Resolution No. 1876 (adopted in 1988), which delivered five new rail extensions throughout the Bay Area, including the BART extension to San Francisco International Airport, scheduled to open in late 2002.

Resolution No. 3434 extends and broadens the vision of Resolution No. 1876 by identifying nine new rail extensions, significant service expansions to existing rail lines, a comprehensive regional express bus program, and eight enhancement programs for existing rail and bus corridors. When fully implemented, this next generation of transit expansion projects will:

- provide 140 new route miles of rail service;
- provide 600 new route miles of express bus service;
- serve 39 million new riders per year;
- make key transit network connections between southern Alameda County and Silicon Valley, provide a new southern transbay link, enhance the Bay Area's central transit hub in San Francisco, and extend the reach of rail to the North Bay and the outer East Bay.

Lifeline Transportation Network

In addition to the Regional Transit Expansion Program, MTC has identified a Lifeline Transportation Network to provide reliable mobility options — during both peak commute periods and other times — for those who are most

(continued on page 13)



Left: Three major accomplishments in 2001 — pilot program for TransLink® “smart card” announced; funding set for new east span of the Bay Bridge; system of express bus routes identified.

Above: The 2001 RTP specifies how some \$87 billion of funds will be spent in the next quarter-century.

Right: BART is putting finishing touches on the Millbrae station, the last stop on the new line to San Francisco International Airport.





*MTC's planning efforts aim to increase mobility,
safety and access for everyone who travels in the Bay Area —
whether by car, bus, rail or bicycle, or on foot.*

dependent on transit. These include people who for economic reasons cannot (or choose not to) drive.

The preliminary network includes a series of transit routes considered critical to meeting the needs of low-income residents because they:

- provide direct service to a neighborhood with high concentrations of households receiving welfare assistance;
- provide service directly to areas with high concentrations of essential services such as schools, medical facilities or government offices;
- provide core trunk line service as identified by the transit operator;
- provide a key regional link.

While a large part of the Lifeline Transportation Network is already in place, there are some areas with high concentrations of low-income persons or key destinations that are either not served by existing transit service (a spatial gap) or lack service at specific times of day (a temporal gap). MTC will work with authorities at the local level to help confirm and fill these gaps.

Regional Bicycle Master Plan

The *Regional Bicycle Master Plan* adopted by the Commission in December 2001 defines — for the first time — a network of regionally significant bicycle routes and

facilities. The plan also identifies gaps in bike routes, includes cost estimates and funding strategies for buildout of the entire network, and identifies programs to help local jurisdictions make bicycling a convenient, safe and practical means of transportation.

When complete, the Regional Bicycle Network will total over 1,600 miles — including about 400 miles of the Bay Trail, an interconnected system of bicycle and pedestrian trails ringing San Francisco Bay that is being implemented by the Association of Bay Area Governments. MTC estimates that approximately \$577 million is available for bicycle projects in the Bay Area over the next 25 years.

Pedestrian Safety

Reflecting a growing awareness of the dangers faced by the foot-powered segment of the transportation public, MTC last year convened a Regional Pedestrian Safety Task Force. Comprised of city and county traffic and public health departments, law enforcement agencies, planning organizations, and community advocacy groups, the task force developed a set of safety recommendations



Left: MTC's landmark Resolution No. 3434 — the Regional Transit Expansion Program for the Bay Area — calls for new express service for Caltrain.

Center: The Regional Bicycle Master Plan was adopted by MTC in 2001.

Top right: MTC's Lifeline Transportation Network identifies routes of critical importance to the region's transit-dependent population.



for inclusion in the *2001 Regional Transportation Plan*.

MTC has budgeted \$100,000 in the current fiscal year for implementing the pedestrian safety program, and is committed to seeking additional state and federal funds for this important addition to our transportation portfolio.

2001 BAY AREA OZONE ATTAINMENT PLAN

On October 24, 2001 MTC adopted the *Revised Bay Area 2001 Ozone Attainment Plan*, which details a comprehensive strategy to bring the Bay Area into full compliance with federal one-hour ozone standards by 2006. Following adoption, the plan — which was jointly developed by MTC, the Bay Area Air Quality Management District and the Association of Bay Area Governments — was approved by the California Air Resources Board in November 2001. The plan's mobile source emissions budget was approved by the federal Environmental Protection Agency (EPA) in February 2002.

MTC and its partners revised the plan after the EPA recommended changes to an earlier version. The new plan calls for a combination of stricter state controls on engines and fuels, several new transportation control measures, and stronger

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controls on oil refineries and other stationary sources of pollution. The goal is to reduce emissions of both volatile organic compounds and oxides of nitrogen — which react to form smog — by more than 120 tons per day by 2006.

The measures contained in the ozone plan will help to further improve air quality in a region that is already in compliance with federal one-hour ozone standards over 99 percent of the time.

BAY CROSSINGS STUDY

The dramatic increases in Bay Area population and traffic over the past decade, and projections of further increases in the years ahead, prompted MTC in 2001 to launch a comprehensive new study into how to improve travel across that great body of water that both unites and divides us: San Francisco Bay.

The study is considering how high-tech traffic operations systems and potential new rail and highway crossings could improve transbay mobility. In the process, MTC planners are taking a fresh look at alternatives identified in a precursor study performed in 1991, including a proposed bridge connecting Interstate 380 north of San Francisco International Airport with Interstate 238 in the East Bay. ■

Below: MTC's long-range plan contains recommendations for improving pedestrian safety.



ADVOCACY



*With energetic advocacy, MTC promotes
Bay Area interests to the
state and federal governments.*

SEISMIC RETROFIT DEAL REACHED (AB 1171)

MTC — which oversees the region's toll bridges as the Bay Area Toll Authority — played a key role in the negotiations with state lawmakers that led to passage of a bill to cover cost overruns on the seismic retrofit of Bay Area toll bridges. Assembly Bill 1171 (sponsored by Fremont Assemblymember John Dutra) formalizes a \$2.5 billion state/local cost-sharing agreement for the retrofit work.

The bill, which was signed into law by Governor Davis in October 2001, calls for local toll revenues to cover about two-thirds of the projected \$2 billion in known cost overruns for the retrofit program. The state government will cover the remainder of the shortfall plus up to \$448 million in any future overruns.

The local funding will come from a 30-year extension of the \$1 seismic toll surcharge — the second dollar of the \$2 auto toll — which was originally scheduled to expire in 2008.

NEW BAY BRIDGE EAST SPAN

MTC lobbied hard for the seismic retrofit bill on behalf of all the state-owned bridges, but for one bridge the outcome was particularly historic. The enactment of AB 1171 removed the final financial obstacle to the construction of a new and soaringly beautiful replacement span for the quake-damaged Oakland-to-Yerba Buena Island segment of the San Francisco-Oakland Bay Bridge. MTC supervised the selection of the new design



in 1997 and 1998, and has worked steadily since that time to resolve the political and financial uncertainties that come with such a landmark project. Finally, we can say the bridge will be built.

Budgeted at a total cost of \$2.6 billion, the new east span is destined to become a distinctive landmark in the San Francisco Bay Area. The two-mile bridge will feature a 1.3-mile skyway section with two side-by-side decks transitioning to a single-tower suspension structure just east of the Yerba Buena Island tunnel. Each deck will have five 12-foot lanes with 10-foot shoulders on each side. A 15.5-foot wide bicycle/pedestrian path with six lookouts will be built on the south side of the bridge. At its highest point, the east span will rise 157 feet above the Bay.

Construction on the new bridge began in 2002. The westbound roadway is scheduled to open to traffic in 2006, with eastbound traffic on the new span slated for 2007.

PROPOSITION 42 PROVIDES NEW FUNDING

In 2001, MTC threw its support behind the successful legislative effort to pass Assembly Constitutional Amendment 4. This placed Proposition 42 on the March 2002 ballot — and the state's voters did the rest. Endorsed by an impressive 69 percent of the electorate, Proposition 42 guarantees that proceeds from the existing state sales tax on gasoline will be spent for transportation purposes.

The first new, permanent source of funding for transportation in California since Proposition 111 was approved in 1990, Proposition 42 will generate significant new revenues starting in fiscal 2008–09. MTC projects the measure will contribute \$250 million annually to the Bay Area for street and road maintenance, public transit operations, and other transportation improvements.

TEA 21 REAUTHORIZATION

Are you ready for TEA 3? That's the current shorthand for one of the most important issues to be taken up by Congress this year: the reauthorization of the Transportation Equity Act for the 21st Century (or TEA 21 as it is commonly called), which is currently slated to expire at the end of September 2003.



With the long lead-time required to stake out positions and build the regional, statewide and national coalitions needed to mount a sustained lobbying effort, MTC began laying the groundwork for the campaign in 2001. This year our advocacy accelerates into high gear, with the main objective being preservation and enhancement of the involvement of metropolitan planning organizations — like MTC — in the decisions affecting federal transportation spending at the regional level.

When it was signed into law in 1998, TEA 21 boosted federal funding for transportation by 40 percent, to a total of \$218 billion over six years. ■

Left: The Capitol building in Sacramento.

Top: The Richmond-San Rafael Bridge is one of several Bay Area spans undergoing seismic retrofitting.

Right: A computer-generated image of the new and now-under-construction east span of the San Francisco-Oakland Bay Bridge.

*In its funding activities, MTC directs regional,
state and federal moneys, and backs up with dollars
the policy priorities it has established.*

FUNDING

PROGRAMMING AND ALLOCATIONS

In the area of transportation financing, MTC performs two essential functions: programming and allocations. In its programming role, MTC selects individual projects from among competing proposals and commits certain future state and federal funding to them. As allocator, MTC annually authorizes the actual expenditure of specified state and regional transportation funds by eligible claimants according to statutory formulas and regulations.

As MTC and other transportation agencies around the country gear up for the upcoming reauthorization of the federal Transportation Equity Act for the 21st Century, or TEA 21, the focus has been on quickly implementing projects before the expiration of the 1998 program. With one more year of TEA 21 still to come, MTC has already cleared the decks for the new transportation bill by programming all of the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funds due to the region over TEA 21's six-year life.

Meanwhile, an infusion of new federal funding and higher than expected state revenues in 2000 brought a windfall to California transportation providers in the

form of an "augmentation" to the State Transportation Improvement Program (STIP), allowing MTC to program more than \$214 million for projects in the Bay Area's Regional Transportation Improvement Program (RTIP), including upgrades to state highways, local roads, public transit, intercity rail, and pedestrian and bicycle facilities. (The STIP is an amalgam of RTIPs from around the state plus the state's own Interregional Transportation Improvement Program, which brought an additional \$112 million to the region last year.)

Other programming activities undertaken by MTC in fiscal year 2000–01 included \$3 million in federal Transportation Enhancement Activities funding, split equally between the Transportation for Livable Communities program (*see page 21 for description*) and county-recommended projects designed to increase bicycle and pedestrian access, reduce highway runoff, or preserve historic transportation resources. Public transit in rural areas also got a boost this past year, with MTC programming nearly \$2 million in Federal Transit Administration funds for this purpose.

In the area of allocations, MTC authorized \$403 million in spending by transit agencies, counties and regional agencies in fiscal year 2000–01. These moneys are drawn from a number of sources, including the Transportation Development Act, Assembly Bill 1107-designated half-cent sales tax revenues, toll bridge revenues and State Transit Assistance. The allocations support transit operations, bicycle and pedestrian facilities, and street and road projects in the Bay Area. (*See table on pages 18–19 for details on MTC allocations.*)

BATA ISSUES BONDS

In May 2001, MTC, in its role as the Bay Area Toll Authority (BATA), entered the world of high finance, successfully selling \$400 million in revenue bonds to underwrite the Regional Measure 1 (RM 1) Toll Bridge Program. The debt offering, which is BATA's first, will provide funds to improve a number of Bay Area toll bridges, including new spans for the Carquinez and Benicia-Martinez bridges, and the widening of the San Mateo-Hayward Bridge (*see page 20*).

RM 1 is the 1988 ballot measure that authorized a standard base auto toll of \$1 to help pay for a \$1.5 billion overhaul and upgrade of the Bay Area's state-owned toll bridges and their approaches, along with other traffic-relieving projects in the bridge corridors. (Caltrans employs the revenues from the second dollar of the current \$2 auto toll to cover costs for a separate seismic retrofit program, including the construction of a new east span for the San Francisco-Oakland Bay Bridge.)

BATA's bonds received top credit ratings of "AA" from Fitch and Standard & Poor's, as well as "Aa3" from Moody's. These high ratings are a testament to BATA's financial strength and a major accomplishment for a first-time bond issuer like BATA. Excellent ratings will translate into millions of dollars of savings on future interest payments, meaning

(continued on page 20)



Left: A tranquil view of the Benicia-Martinez Bridge. Soon a new span will nearly double the capacity of this key North Bay crossing.

Right: The majestic west span of the San Francisco-Oakland Bay Bridge. Tolls paid on this and other bridges fund a range of bridge improvements and transit services.



ALLOCATIONS FOR FISCAL YEAR 2000-01

Recipients	Local /Regional					State							Total
	Transportation Development Act				AB 1107 ^(a)	Toll Bridge Revenues		State Transit Assistance ^(b)		Subtotals			
	Transit Operations ^(c)	Transit Capital ^(c)	Streets and Roads	Pedestrian and Bicycle	Transit Operations	Transit Operations ^(d)	Transit Capital	Transit Operations	Transit Capital	Transit Operations	Transit Capital	Other Capital	
TRANSIT AGENCIES													
Alameda-Contra Costa Transit District (AC Transit)	\$ 45,848,353 ^(e)	\$ —	\$ —	\$ —	\$ 27,650,000	\$ —	\$ 10,997,240	\$ 8,964,214	\$ —	\$ 82,462,567	\$ 10,997,240	\$ —	\$ 93,459,807
Bay Area Rapid Transit District (BART)	—	—	—	—	—	—	11,966,909	—	—	—	11,966,909	—	11,966,909
Caltrain/Joint Powers Board	—	—	—	—	—	—	—	—	1,300,000 ^(f)	—	1,300,000	—	1,300,000
Central Contra Costa Transit Authority (County Connection)	15,953,058	797,500	—	—	—	—	1,510,284	1,072,304	—	17,025,362	2,307,784	—	19,333,146
Eastern Contra Costa Transit Authority (Tri Delta Transit)	6,958,640	1,718,067	—	—	—	—	—	693,450	—	7,652,090	1,718,067	—	9,370,157
Fairfield/Suisun City Flyer	1,098,311	—	—	—	—	—	—	—	—	1,098,311	—	—	1,098,311
Golden Gate Bridge, Highway & Transportation District	14,192,124	—	—	—	—	—	—	2,115,744	—	16,307,868	—	—	16,307,868
Livermore/Amador Valley Transit Authority (WHEELS)	5,975,235	2,223,367	—	—	—	—	—	530,902	—	6,506,137	2,223,367	—	8,729,504
Napa Valley VINE	725,703	21,000	—	—	—	—	—	—	—	725,703	21,000	—	746,703
San Francisco Municipal Railway (Muni)	27,358,089	—	—	—	27,650,000	—	9,308,959	8,801,559	—	63,809,648	9,308,959	—	73,118,607
San Mateo County Transit District (SamTrans)	28,612,464	—	—	—	—	—	269,405	2,009,225	—	30,621,689	269,405	—	30,891,094
Santa Clara Valley Transportation Authority (VTA)	81,182,666	—	—	—	—	—	—	4,262,739	—	85,445,405	—	—	85,445,405
Santa Rosa CityBus	2,009,439	919,000	—	—	—	—	—	300,486	—	2,309,925	919,000	—	3,228,925
Sonoma County Transit	5,541,331	1,160,402	—	—	—	—	—	480,644	—	6,021,975	1,160,402	—	7,182,377
Union City Transit	1,862,814	363,415	—	—	—	—	67,311	318,318	—	2,181,132	430,726	—	2,611,858
Vallejo Transit	3,035,668	120,000	—	—	—	1,380,648	617,362	268,521	—	4,684,837	737,362	—	5,422,199
Western Contra Costa Transit Authority (WestCAT)	3,517,076	609,270	—	—	—	—	95,483	508,294	—	4,025,370	704,753	—	4,730,123
Subtotal	243,870,971	7,932,021	—	—	55,300,000	1,380,648	34,832,953	30,326,400	1,300,000	330,878,019	44,064,974	—	374,942,993
COUNTIES/REGIONAL AGENCIES													
Alameda County ^(g)	45,551	—	—	1,569,443	—	1,194,429	130,000	—	—	1,239,980	130,000	1,569,443	2,939,423
Contra Costa County ^(g)	—	—	—	574,711	—	—	—	—	—	—	—	574,711	574,711
Marin County	—	—	—	—	—	—	—	—	—	—	—	—	—
Napa County ^(g)	1,822,899	191,000	6,247,478	—	—	—	—	250,613	—	2,073,512	191,000	6,247,478	8,511,990
City and County of San Francisco ^(g)	—	—	—	920,779	—	—	—	—	—	—	—	920,779	920,779
San Mateo County ^(g)	—	—	—	914,746	—	—	—	—	—	—	—	914,746	914,746
Santa Clara County ^(g)	—	—	—	1,603,175	—	—	—	—	—	—	—	1,603,175	1,603,175
Solano County ^(g)	3,027,244	1,623,200	1,519,873	275,636	—	—	—	174,149	242,000	3,201,393	1,865,200	1,795,509	6,862,102
Sonoma County ^(g)	1,108,050	288,245	226,479	510,653	—	—	—	98,386	—	1,206,436	288,245	737,132	2,231,813
MTC	—	—	—	—	—	—	—	1,415,143	2,115,000	1,415,143	2,115,000	—	3,530,143
Association of Bay Area Governments	—	—	—	—	—	140,000 ^(h)	—	—	—	140,000	—	—	140,000
Subtotal	6,003,744	2,102,445	7,993,830	6,369,143	—	1,334,429	130,000	1,938,291	2,357,000	9,276,464	4,589,445	14,362,973	28,228,882
Regional Total	\$249,874,715	\$10,034,466	\$7,993,830	\$6,369,143	\$55,300,000	\$2,715,077	\$34,962,953	\$32,264,691	\$3,657,000	\$340,154,483	\$48,654,419	\$14,362,973	\$403,171,875

(a) Revenues from a half-cent sales tax collected in Alameda, Contra Costa and San Francisco counties.

(b) Includes community transit operating and capital funds.

(c) Includes Transportation Development Act Articles 4.5 and 8 community transit programs.

(d) Allocations are from State Unrestricted Reserve Funds, provided by Caltrans.

(e) Includes allocations to AC Transit for services to Union City.

(f) As the managing agency of Caltrain, SamTrans claims and receives these funds on behalf of the Caltrain/Joint Powers Board.

(g) Includes funding for county and/or cities, as well as local transportation agencies that are not listed separately above.

(h) Bridge-toll-funded pedestrian and bicycle allocations.

*Three new bridges will soon span the Bay,
financed by toll revenues
administered by the Bay Area Toll Authority.*



more money will be available for bridge improvements in the region. BATA's long-term financial plan calls for it to issue approximately \$600 million in additional bonds between 2002 and 2005. All bonds will be repaid using toll revenues from the seven state-owned toll bridges.

REGIONAL MEASURE 1

Five Bay Area toll bridges are undergoing what amounts to a complete overhaul, thanks to the foresight of voters over a decade ago. Revenues generated by the toll increase they approved as Regional Measure 1 are funding increased capacity on the Bay Area's toll bridges as well as highway projects, bus service and public transit rail extensions in the heavily traveled bridge corridors. The moneys also support ferry operations and bicycle projects, such as operating subsidies for Vallejo's Baylink Ferry and the Alameda/Oakland Ferry, and grants to the Association of Bay Area Governments for regional bicycle trail planning. Toll moneys also were allocated to the BART extension to San Francisco International Airport, set to open in late 2002.

The RM 1 bridge projects include improvements to the western approaches to the Dumbarton Bridge and rehabilitation of the deck on the Richmond-San Rafael Bridge. More significant upgrades are in the works for the Benicia-Martinez, Carquinez and San Mateo-Hayward bridges.

Benicia-Martinez Bridge

Construction work on a new span for the Benicia-Martinez Bridge began in earnest in early 2002. The new bridge will carry five lanes of northbound traffic across the Carquinez Strait, while the existing span will be converted to carry four lanes of southbound traffic as well as a new bicycle and pedestrian pathway.

Work also is under way to construct a new toll plaza on the Contra Costa County side of the bridge, and to reconstruct the Interstate 680/780 interchange on the Solano County side. Caltrans expects the first vehicles to roll across the new bridge by the end of 2004.

Carquinez Bridge

The Carquinez Bridge will see one of its two spans — the aging steel truss structure built in 1927 — replaced with a graceful suspension bridge that will include a bicycle and pedestrian path. Construction of the new bridge towers is well under way, and work is proceeding on the reconstruction of the nearby Crockett interchange and the widening of the approaches to the new bridge. The new span is expected to open to traffic in October 2003.

In the meantime, the existing eastern portion of the bridge — built in 1958 — is being strengthened as part of Caltrans' bridge seismic retrofit program.



San Mateo-Hayward Bridge

The widening of the San Mateo-Hayward Bridge, which began in 1999, achieved an important milestone in September 2001, when the six-lane eastern approach was completed and began carrying traffic. Foundation work for the toll plaza expansion project has begun, while more than two-thirds of the concrete needed for the new bridge deck has been poured and pile driving for the bridge supports continues. The widened span is expected to be ready for commuters in December 2002.

LOW-INCOME FLEXIBLE TRANSPORTATION (LIFT) PROGRAM

For families transitioning off welfare or struggling to make ends meet in entry-level jobs, getting to and from work and other essential destinations can be a tough road. MTC's Low-Income Flexible Transportation (LIFT) Program supports projects and services that can smooth the commute for the Bay Area's neediest residents.

In the initial three-year phase of the program (2000–02), MTC committed \$5 million in federal discretionary funds and leveraged an additional \$5 million in local social service and transportation funding through a 50/50 matching requirement. In addition, MTC is supplementing this initial investment with \$1 million per year in State Transit Assistance regional discretionary funds.

Far left: A new deck takes shape alongside the San Mateo-Hayward Bridge.

Left: The north tower of the new Carquinez Bridge rises to the west of the present span.

Top right: MTC's Transportation for Livable Communities Program encourages transit-friendly development around the region.

Far right: A fleet of sleek, comfortable express buses will fan out over the region beginning in 2002, traveling a network of routes identified by MTC and bus operators.

Livable communities, affordable housing, accessible transportation —

MTC's innovative funding programs

take practical steps toward achieving these key goals.



In 2001, MTC funded 11 LIFT projects, including one that has increased bus service on the Richmond-San Rafael Bridge, making it easier for residents of Richmond to get to jobs in Marin County. Other projects have beefed up transit service between San Francisco and Treasure Island, within Napa Valley, between low-income neighborhoods and industrial areas in Hayward, and in low-income areas of Concord.

A pilot program to provide shuttle services to schools and day care centers also was launched, while a project to offer emergency guaranteed rides home to participants in the CalWORKs — California Work Opportunity and Responsibility to Kids — welfare program is just getting under way in Solano County.

MTC issued a call for a new round of LIFT program applications in spring 2002, with projects to be funded by the federal Job Access and Reverse Commute Program. Finalists should be selected by September 2002.

TRANSPORTATION FOR LIVABLE COMMUNITIES

MTC is working to rein in suburban sprawl and encourage transit use by fostering higher-density and more pedestrian-friendly development near transit stations. These efforts started with MTC's Transportation for Livable Communities (TLC) Program in 1998, and were amplified by

the Housing Incentive Program, added two years later.

TLC provides seed money to spruce up town squares, add attractive street lights that enhance safety, and provide walkways connecting downtown areas with transit services, among other improvements that encourage pedestrian and bicycle traffic as well as transit use.

Since the program began in 1998, \$40 million has been awarded to nearly 100 projects that foster livability in communities around the region. Responding to the success of the program, the 2001 *Regional Transportation Plan* triples annual allocations to the program from \$9 million to \$27 million, with the aim of promoting denser, more vibrant and more transit-friendly cities.

HOUSING INCENTIVE PROGRAM

The Housing Incentive Program (HIP) complements MTC's TLC program by rewarding cities that encourage developers to provide dense housing near transit stations. Cities receiving HIP moneys may spend them on any neighborhood-based transportation project that is consistent with the TLC program.

In the first cycle of grants, \$9 million of federal TEA 21 discretionary funds were made available for HIP projects in 2001. Together, these developments will add 5,200 market-rate bedrooms and

2,060 bedrooms of affordable housing in communities all around the Bay Area — from Petaluma to East Palo Alto, and Richmond to Dublin.

REGIONAL EXPRESS BUS PROGRAM

The first express buses in a fleet of new low-emission, long-haul coaches could begin cruising down the Bay Area's web of carpool lanes by the end of 2002.

Working with the 10 Bay Area transit agencies that will provide the new regional service, MTC helped develop a coordinated system of express bus routes in 2001. The agency also worked with the California Transportation Commission to secure funds for the purchase of the sleek, comfortable, cleaner-operating buses.



A \$40 million investment provided by the governor's Traffic Congestion Relief Program, as well as \$1.4 million in State Transit Assistance funds for capital investments and operations, will underwrite the new service.

Express buses provide convenient, comfortable and efficient transportation, and, unlike new rail systems, they can be put into operation relatively quickly and inexpensively. The buses will serve communities like Santa Rosa that are experiencing major growth in population but are far from rail lines, and also can close gaps in the existing transit system, connecting, for example, BART stations in the East Bay with locations on the Peninsula. ■

Reflecting the high priority the agency places on public involvement, MTC conducted the most extensive outreach campaign in its history, utilizing public workshops, polls and surveys, Web-based postings, and advisory committees.

OUTREACH

2001 REGIONAL TRANSPORTATION PLAN

To guide development of the *2001 Regional Transportation Plan* (RTP), MTC conducted the most extensive public outreach campaign in its history. The effort reflects the high priority MTC places on a thorough and effective public involvement process.

During the first phase of RTP outreach, MTC cosponsored 29 public workshops that attracted some 700 participants, conducted a random-sample telephone poll of 1,600 registered voters and developed an interactive online survey in which some 1,700 people took part. The second phase included another online survey, eight more public workshops, and some 25 presentations by commissioners and MTC staff to a wide range of public groups.

MTC sought to involve individuals and groups who have not been significantly involved in transportation planning — low-income communities, business groups, the disabled community, seniors — and to reach out to a wide cross-section of residents throughout the Bay Area. This effort included the use of interpreters in Spanish, Chinese, Vietnamese and Lao, and the translation of pertinent documents.



ELECTRONIC NEWS CLIPPING SERVICE

As part of MTC's commitment to using technology to extend public outreach, the MTC-ABAG Library staff is now posting on MTC's Web site the headlines of transportation and related stories from nine Bay Area daily newspapers, plus the *Sacramento Bee*, *Los Angeles Times*, *Washington Post* and weekly Bay Area business journals. Readers can view the headlines each morning at www.mtc.ca.gov or subscribe to the service via e-mail. Posted headlines link to the newspaper sites where the stories can be read in their entirety.

The nine Bay Area dailies included in the service are the *San Francisco Chronicle*, *San Jose Mercury News*, *Oakland Tribune*, *Contra Costa Times*, *San Mateo County Times*, *Marin Independent Journal*, *Press Democrat* (Santa Rosa), *Napa Valley Register* and *Daily Republic* (Fairfield).

WEB BROADCASTS OF MTC MEETINGS

Recognizing that not everyone with an interest in regional transportation issues can travel to downtown Oakland for a weekday meeting, MTC in the spring of 2001 began using the Internet to audiocast all Commission and standing committee meetings held in the Metro-Center's Dahms Auditorium. And the webcasts are archived for several weeks following each meeting, making it easy for interested parties to "tune in" at their convenience.

The audiocasts can be accessed via the MTC Web site at www.mtc.ca.gov. MTC helps listeners follow the action by posting agendas and packets for these meetings on the Web site as well.



MULTILINGUAL ROADSIDE ASSISTANCE BROCHURE

Fundamental to MTC's public outreach effort is the recognition that many Bay Area travelers are best reached and communicated to in languages other than English. Language gaps can be particularly critical when drivers need help on the region's freeways.

To help ensure that MTC-sponsored roadside assistance is available to all Bay Area motorists, the agency developed a pocket-sized brochure explaining — in Spanish, Chinese and Vietnamese, as well as English — how to use the call box network and the services available from the Freeway Service Patrol. To receive a brochure, call the MTC-ABAG Library at 510.464.7836.

SMART GROWTH WORKSHOPS

To help strengthen the connection between transportation and land-use planning, MTC joined forces in 2001 with other regional agencies to launch the

Left: New Web features keep people plugged in to agency activities and transportation news.

Top: A new multilingual brochure will help expand access to the region's roadside assistance services.

Right: The scene at a fall 2001 smart growth workshop in Walnut Creek.



Smart Growth Strategy/Regional Livability Footprint Project. Nine county-level workshops were held in the fall to develop three alternative growth scenarios for the region.

MTC and its partners are sponsoring a second round of public workshops in spring 2002 to consider these alternatives. The ultimate goal of the project is to develop a unified smart growth vision for the Bay Area and to identify the regulatory and fiscal changes needed to achieve it.

ADVISORY COMMITTEES AND WORKING GROUPS

Reflecting MTC's ongoing commitment to meeting the Bay Area's diverse transportation needs, the agency has established a number of advisory committees that review and make recommendations on issues before the Commission. These standing committees include the:

- Elderly and Disabled Advisory Committee;
- Minority Citizens Advisory Committee;
- MTC Advisory Council.

The MTC Advisory Council includes representatives from the business community, environmental groups, freight interests, housing groups and academia, as well as representatives from the Minority Citizens Advisory Committee and the Elderly and Disabled Advisory Committee.

In addition to these committees, MTC in 2001 convened a series of meetings with specialized working groups (representing a broad range of interests) focusing on:

- bicycle and pedestrian transportation;
- environmental justice issues;
- development of a Lifeline Transportation Network;
- transportation system performance measures. ■



FINANCIALS

FOR 2001

MTC's effort to effectively manage the region's transportation assets is grounded in a prudent and careful approach to the management of our own financial resources.

As the Bay Area's transportation planning, coordinating and financing agency, the Metropolitan Transportation Commission receives revenues from a variety of local, state and federal sources. MTC takes seriously the public trust that comes with these public funds, and we strive to be wise stewards of the moneys entrusted to us. This is true whether we are acting as MTC or as either of the two operating bodies whose duties we also have been called upon to perform — the Bay Area Toll Authority (BATA) and the Service Authority for Freeways and Expressways (SAFE).

For accounting purposes, these three bodies — MTC, BATA and SAFE — are treated as separate entities. In this section, we present selected highlights from the audited financial statements of all three.



METROPOLITAN TRANSPORTATION COMMISSION

Here we present key schedules from MTC's audited financial statements for the fiscal year ending June 30, 2001. These pages document the sources of agency revenues, the management of those revenues and the uses to which they are put. Below, in table and graphic form, are the revenues and expenses for the year.

REVENUES

1	State and Local Agencies	\$ 12,617,672	1	
2	Federal Highway Administration	12,161,477	2	
3	Transportation Development Act	10,647,974	3	
4	Federal Transit Administration	5,721,112	4	
5	California Department of Transportation	3,906,725	5	
6	Interest/Other	1,279,404	6	
	Total Revenues	\$46,334,364		

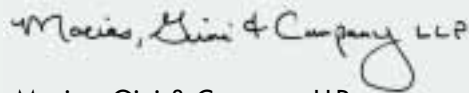
EXPENSES

1	Consultant Services/Professional Fees	\$ 25,311,246	1	
2	Staff Salaries and Benefits	10,749,204	2	
3	Contributions to Other Agencies	3,910,609	3	
4	Transfer to Reserves	3,578,430	4	
5	Other Operating Costs	2,537,158	5	
6	Travel	247,717	6	
	Total Expenses and Reserves	\$46,334,364		

A U D I T O R ' S L E T T E R

To the Board of Commissioners of the Metropolitan Transportation Commission

The information set forth in the accompanying balance sheets of the Metropolitan Transportation Commission (the Commission) at June 30, 2001 and 2000 and the related statements of revenues, expenses and changes in retained earnings and statements of cash flows for the years then ended has been extracted from the audited financial statements of the Commission as of June 30, 2001 and 2000, and for the periods then ended, upon which we have expressed an unqualified opinion in our report dated September 28, 2001.



Macias, Gini & Company LLP

Certified Public Accountants

Walnut Creek, California

September 28, 2001

COMBINED BALANCE SHEET

ALL FUND TYPES

Years Ended June 30	2001			2000
	Enterprise Funds	Expendable Trust Funds	Total	Total
ASSETS				
Cash and cash equivalents	\$ 22,270,712	\$ 22,338,070	\$ 44,608,782	\$ 96,865,551
Investments	—	57,719,247	57,719,247	—
Accounts receivable				
Federal Highway Administration	5,381,158	—	5,381,158	5,297,785
Federal Transit Administration	2,401,843	—	2,401,843	153,413
Federal Aviation Administration	—	—	—	18,000
Interest	188,417	437,689	626,106	275,822
Other	490,830	—	490,830	74,833
Loan receivable	—	24,699,000	24,699,000	14,699,000
Due from state and local agencies	4,737,116	—	4,737,116	4,522,276
Prepaid expenses and other assets	1,201,692	—	1,201,692	252,872
Building and equipment, net of accumulated depreciation	3,595,260	—	3,595,260	3,923,383
Total Assets	\$40,267,028	\$105,194,006	\$145,461,034	\$126,082,935
LIABILITIES AND EQUITY				
Liabilities				
Accounts payable	\$ 8,798,133	\$ 1,464	\$ 8,799,597	\$ 5,937,740
Accrued leave and other	1,596,533	—	1,596,533	1,590,646
Advance from MTC Service Authority for Freeways and Expressways (MTC SAFE)	1,362,672	—	1,362,672	—
Capital leases payable	17,975	—	17,975	28,716
Deferred revenue	—	24,699,000	24,699,000	14,699,000
Unearned revenue	1,183,175	—	1,183,175	2,150,582
Total Liabilities	12,958,488	24,700,464	37,658,952	24,406,684
Equity				
Reserved fund balance	—	80,493,542	80,493,542	77,946,141
Retained earnings	27,308,540	—	27,308,540	23,730,110
Total Equity	27,308,540	80,493,542	107,802,082	101,676,251
Total Liabilities and Equity	\$40,267,028	\$105,194,006	\$145,461,034	\$126,082,935

COMBINED STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN RETAINED EARNINGS

ENTERPRISE FUNDS

Years Ended June 30

2001

2000

REVENUES

Sales taxes under Transportation Development Act

Planning	\$ 9,126,835	\$ 8,021,648
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Administration	1,521,139	1,336,941
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Grants

Federal Highway Administration	12,161,477	12,308,605
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Federal Transit Administration	5,721,112	3,724,267
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Federal Aviation Administration	32,291	41,000
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California Department of Transportation	3,906,725	2,160,489
---	-----------	-----------

Project revenues from state and local agencies

12,617,672	9,944,436
------------	-----------

Interest

1,247,093	1,025,539
-----------	-----------

Other

20	2,363
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Total Revenues

46,334,364	38,565,288
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EXPENSES

Operating

Salaries and benefits	10,749,204	9,851,559
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Travel	247,717	237,471
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Printing and reproduction	383,993	429,721
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Professional fees	25,311,246	17,960,680
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Overhead (including allocated depreciation expense of \$386,903 and \$369,382)	1,514,084	616,819
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Pass-throughs and contributions to other agencies

3,910,609	6,167,905
-----------	-----------

Interest

2,090	3,462
-------	-------

Loss on disposal of equipment

4,958	11,442
-------	--------

Other (including depreciation expense of \$86,454 and \$86,453)

632,033	587,669
---------	---------

Total Expenses

42,755,934	35,866,728
------------	------------

Net income

3,578,430	2,698,560
-----------	-----------

Retained earnings, July 1

23,730,110	21,031,550
------------	------------

Retained Earnings, June 30

\$27,308,540	\$23,730,110
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COMBINED STATEMENTS OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE

EXPENDABLE TRUST FUNDS

Years Ended June 30

2001

2000

REVENUES

Bridge tolls	\$ 27,479,159	\$ 23,274,157
Interest	6,041,600	5,119,387
Total Revenues	33,520,759	28,393,544

EXPENDITURES

Allocations to other agencies	20,968,877	33,751,043
Loan to Bay Area Rapid Transit District	10,000,000	14,699,000
Bank charges	4,481	—
Total Expenditures	30,973,358	48,450,043
Excess (deficiency) of revenues over (under) expenditures	2,547,401	(20,056,499)
Fund Balance, July 1	77,946,141	61,896,293
Cumulative effect of change in accounting principle	—	36,106,347
Fund Balance, July 1, as Restated	77,946,141	98,002,640
Fund Balance, June 30	\$80,493,542	\$77,946,141

COMBINED STATEMENTS OF CASH FLOWS

ENTERPRISE FUNDS

Years Ended June 30

2001

2000

CASH FLOWS FROM OPERATING ACTIVITIES

Net income	\$ 3,578,430	\$ 2,698,560
Non-operating revenues and expenses		
Sales tax revenues	(10,647,974)	(9,358,589)
Operating grant revenues	(34,439,277)	(28,178,797)
Interest revenue	(1,247,093)	(1,025,539)
Interest expense	2,090	3,462
Adjustments to reconcile net income to net cash used for operating activities		
Depreciation	473,357	455,835
Gain on sale of assets	6,458	39,837
Changes in assets and liabilities		
Accounts receivable – other	(415,997)	111,015
Due from state and local agencies	(325,475)	(1,388,191)
Prepaid expenses and other assets	(948,820)	(37,128)
Accounts payable	2,860,393	2,927,365
Accrued leave and other	5,887	257,911
Unearned revenue	(967,407)	894,876
Net Cash Flows Used for Operating Activities	(42,065,428)	(32,599,383)

CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES

Advance from MTC SAFE	1,362,672	—
Sales taxes received	10,758,609	10,066,625
Operating grants received	32,125,474	24,799,327
Net Cash Flows Provided by Non-Capital Financing Activities	44,246,755	34,865,952

CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES

Purchase of fixed assets	(151,692)	(686,845)
Principal payments on capital lease	(10,741)	(36,703)
Interest paid on capital lease	(2,090)	(3,462)
Net Cash Flows Used for Capital and Related Financing Activities	(164,523)	(727,010)

CASH FLOWS FROM INVESTING ACTIVITIES

Interest received	1,334,498	843,927
Net Increase in Cash and Cash Equivalents	3,351,302	2,383,486
Cash and cash equivalents, beginning of year	18,919,410	16,535,924

Cash and Cash Equivalents, End of Year

\$22,270,712	\$18,919,410
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BAY AREA

TOLL AUTHORITY

The Bay Area Toll Authority (BATA) is responsible for the programming, administration and allocation of toll revenues from the \$1 base toll on the seven state-owned toll bridges in the region. In addition to day-to-day operation of the bridges, BATA funds the capital improvement and congestion-relief projects mandated by Regional Measure 1.

REVENUES

1	Operating Revenues			1
	Toll revenue receipts	\$ 142,310,747		
	Other revenues	2,480,061		
2	Non-Operating Revenues			2
	Interest income	41,390,049		
	Other income	20,923		
3	Operating Transfers In			3
	(From) MTC	185,603		
	Total Revenues/Transfers	\$186,387,383		
4	Equity Contribution from Reserves	117,023,755		4
	Total Revenues and Equity Contribution	\$303,411,138		

EXPENSES

1	Operating Expenses			1
	State of California, Department of Transportation (DOT)	\$ 31,698,838		
	Services and charges	3,466,533		
	Depreciation	19,155		
2	Non-Operating Expenses			2
	Interest expense	1,327,465		
3	Operating Transfers Out			3
	(To) MTC	25,466,703		
4	Capital Transfers Out			4
	State of California, DOT	240,883,029		
	Other agencies	549,415		
	Total Expenses/Transfers	\$303,411,138		

A U D I T O R ' S L E T T E R

To the Board of Directors of the Bay Area Toll Authority

The information set forth in the accompanying balance sheet of the Bay Area Toll Authority (the "Authority") at June 30, 2001 and the related statement of revenues, expenses and operating capital transfers and statement of cash flows for the year then ended has been extracted from the audited financial statements of the Authority as of June 30, 2001, and for the period then ended, upon which we have expressed an unqualified opinion in our report dated November 9, 2001.

In addition, the supplemental schedule titled "Schedule of Operating Revenue and Expenses by Bridge" has been extracted from the supplemental schedules presented for purposes of additional analysis within the financial statements referred to above.



PricewaterhouseCoopers LLP
Certified Public Accountants

San Francisco, California
November 9, 2001

BALANCE SHEET

Years Ended June 30

2001

2000

ASSETS

Current Assets

Cash and cash equivalents	\$ 195,389,808	\$ 28,212,198
Restricted and designated cash and investments		
Cash and cash equivalents	413,356,438	97,115,699
Short-term investments	192,245,351	207,405,529
Accrued interest	6,364,494	10,525,325
Tolls due from State of California, Department of Transportation (DOT)	3,933,622	1,871,273
Maintenance funding due from State of California, DOT	1,500,000	68,000
Capital contribution due from State of California, DOT	—	3,610,839
Transbay Study funding due from State of California, DOT	1,623,114	550,000
Prepayments to the Architectural Revolving Fund	255,409	2,654,440
Total Current Assets	814,668,236	352,013,303
Restricted and designated long-term investments	132,027,664	101,314,604
Long-term investments	—	235,392,888
Long-term maintenance funding due from State of California, DOT	36,033,643	31,858,113
Furniture and equipment (net of accumulated depreciation of \$6,085)	6,099	8,130
Long-term receivable due from State of California, DOT	2,002,933	—

Total Assets

\$984,738,575	\$720,587,038
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LIABILITIES & FUND EQUITY

Current Liabilities

Bank overdraft	\$ —	\$ 2,304,514
Accounts payable	551,176	1,341,806
Accrued interest payable	1,436,005	—
Deferred revenue	—	185,603
Due to State of California, DOT	13,609,080	25,230,676
Total Current Liabilities	15,596,261	29,062,599
Long-term debt, net	396,605,982	—
Total Liabilities	412,202,243	29,062,599

Fund Equity

Contributed capital from State of California, DOT		
Northern Unit	179,470,944	321,982,943
Southern Unit	187,286,657	288,171,454
Retained earnings	205,778,731	81,370,042
Total Fund Equity	572,536,332	691,524,439

Total Liabilities and Fund Equity

\$984,738,575	\$720,587,038
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BAY AREA TOLL AUTHORITY

STATEMENT OF REVENUES, EXPENSES AND OPERATING AND CAPITAL TRANSFERS

Years Ended June 30

2001

2000

OPERATING REVENUES

Transfers from State of California, Department of Transportation (DOT) for toll revenues	\$ 142,310,747	\$ 139,913,698
Other revenues	2,480,061	820,985
Total Operating Revenues	144,790,808	140,734,683

OPERATING EXPENSES

Transfers to State of California, DOT for operating expenditures	31,698,838	30,557,318
Services and charges	3,466,533	3,423,216
Depreciation and amortization	19,155	2,031
Total Operating Expenses	35,184,526	33,982,565

Operating income	109,606,282	106,752,118
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NON-OPERATING REVENUES

Interest income	41,390,049	36,683,820
Other income	20,923	17,766
Total Non-Operating Revenues	41,410,972	36,701,586

NON-OPERATING EXPENSES

Interest expense	1,327,465	—
Income Before Operating Transfers	149,689,789	143,453,704

OPERATING TRANSFERS

Transfers from Metropolitan Transportation Commission	185,603	1,689,397
Transfers to Metropolitan Transportation Commission for operating expenditures	(25,466,703)	(23,789,758)
Net Income Before Capital Transfers	124,408,689	121,353,343

CAPITAL TRANSFERS

Transfers to State of California, DOT for capital expenditures	(240,883,029)	(95,368,025)
Transfer to other agencies	(549,415)	(3,827,466)

Net (Decrease) Increase in Fund Equity	<u>\$(117,023,755)</u>	<u>\$ 22,157,852</u>
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STATEMENTS OF CASH FLOWS

Years Ended June 30

2001

2000

CASH FLOWS FROM OPERATING ACTIVITIES

Operating income	\$ 109,606,282	\$ 106,752,118
Adjustments to reconcile operating income to net cash provided by operating activities		
Depreciation and amortization	19,155	2,031
Net effect of changes in:		
Tolls due from State of California, Department of Transportation (DOT)	(2,062,349)	2,596,508
Maintenance funding due from State of California, DOT	(5,607,530)	(5,307,156)
Transbay Study funding due from State of California, DOT	(1,073,114)	—
Long-term receivable due from State of California, DOT	(2,002,933)	—
Interest due from State of California, DOT	—	2,621,209
Prepaid expenses	2,394,359	27,632
Due to State of California, DOT	(11,621,596)	22,310,093
Accounts payable	(790,630)	913,068
Deferred revenue	—	185,603
Net Cash Provided by Operating Activities	88,861,644	130,101,106

CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES

Proceeds from issuance of revenue bonds	401,426,764	—
Bond issuance costs paid	(4,837,905)	—
Bond interest payment	(200,548)	—
Amounts charged against Architectural Revolving Fund	4,672	1,891,593
Capital contribution due from State of California, DOT	3,610,839	34,136,273
Transfers from Metropolitan Transportation Commission	—	1,689,397
Transfers to Metropolitan Transportation Commission	(27,431,055)	(23,789,758)
Transfers to State of California, DOT for capital expenditures	(240,883,029)	(95,368,025)
Transfers to other agencies	(549,415)	(3,827,466)
Net Cash Provided by (Used in) Capital and Related Financing Activities	131,140,323	(85,267,986)

CASH FLOWS USED IN INVESTING ACTIVITIES

Proceeds from sale and maturity of investments	1,505,851,369	923,623,744
Purchase of investments	(1,284,481,163)	(1,028,925,970)
Interest income	44,329,767	33,276,333
Other, net	20,923	17,766
Net Cash Provided by (Used in) Investing Activities	265,720,896	(72,008,127)
Net increase (decrease) in cash and cash equivalents	485,722,863	(27,175,007)
Cash and cash equivalents at July 1, 2000	123,023,383	150,198,390
Cash and Cash Equivalents at June 30, 2001	\$608,746,246	\$123,023,383

BAY AREA TOLL AUTHORITY

SCHEDULE OF OPERATING REVENUE AND EXPENSES BY BRIDGE

<i>Year Ended June 30, 2001</i>	Carquinez Bridge	Benicia- Martinez Bridge	Antioch Bridge	Richmond- San Rafael Bridge	San Francisco- Oakland Bay Bridge	San Mateo- Hayward Bridge	Dumbarton Bridge	Total
OPERATING REVENUES								
Transfers from State of California, Department of Transportation for toll revenues	\$26,557,395	\$20,907,665	\$3,187,470	\$14,554,142	\$48,964,191	\$16,343,129	\$11,796,755	\$142,310,747
Other revenues	588,223	203,836	18,329	111,147	1,377,084	93,470	87,972	2,480,061
Total Operating Revenues	27,145,618	21,111,501	3,205,799	14,665,289	50,341,275	16,436,599	11,884,727	144,790,808
OPERATING EXPENSES								
Transfers to State of California, Department of Transportation for operating expenditures incurred	4,103,048	4,136,072	1,328,728	2,610,324	12,755,177	3,877,159	2,888,330	31,698,838
Services and charges	685,973	540,170	68,561	38,164	1,500,167	253,984	379,514	3,466,533
Depreciation	3,309	2,606	330	1,871	7,090	2,147	1,802	19,155
Total Operating Expenses	4,792,330	4,678,848	1,397,619	2,650,359	14,262,434	4,133,290	3,269,646	35,184,526
Operating Income	\$22,353,288	\$16,432,653	\$1,808,180	\$12,014,930	\$36,078,841	\$12,303,309	\$ 8,615,081	\$109,606,282

SERVICE AUTHORITY

FOR FREEWAYS AND EXPRESSWAYS

The Service Authority for Freeways and Expressways (SAFE) oversees the operations (with Caltrans and the California Highway Patrol) and finances of the region's Freeway Service Patrol and call box programs. Funded primarily by a \$1 per vehicle registration fee, these services also receive funding from local, state and federal sources.

REVENUES

1	Registration Fees	\$ 5,968,239	1	
2	Local Assistance Program	3,357,739	2	
3	Interest	1,049,840	3	
4	Congestion Mitigation and Air Quality Improvement Program	660,349	4	
5	State Grant – Caltrans	319,498	5	
6	Local Agencies (BART/Alameda County)	85,717	6	
7	Traffic Management Plan	37,561	7	
Total Revenues		\$11,478,943		

EXPENSES

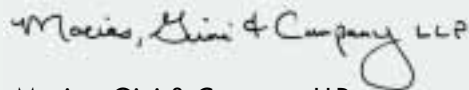
1	Towing Contracts	\$ 4,431,718	1	
2	Other Operating Expense	3,029,945	2	
3	Increase in Reserves	1,860,041	3	
4	Consultant Services/Professional Fees	1,162,067	4	
5	Ongoing Maintenance	995,172	5	
Total Expenses and Reserves		\$11,478,943		

A U D I T O R ' S L E T T E R

To the Board of Commissioners of the Metropolitan Transportation Commission
Service Authority for Freeways and Expressways

The information set forth in the accompanying balance sheets of the Metropolitan Transportation Commission Service Authority for Freeways and Expressways (the Authority) at June 30, 2001 and 2000 and the related statements of revenues, expenses and changes in retained earnings and statements of cash flows for the years then ended has been extracted from the audited financial statements of the Authority as of June 30, 2001 and 2000, and for the periods then ended, upon which we have expressed an unqualified opinion in our report dated September 28, 2001.

In addition, the supplemental schedule titled "Call Box Statement of Revenues, Expenses and Interfund Transfers and Changes in Retained Earnings (Deficits) by County" has been extracted from the supplemental schedules presented for purposes of additional analysis within the financial statements referred to above.



Macias, Gini & Company LLP
Certified Public Accountants

Walnut Creek, California
September 28, 2001

COMBINED BALANCE SHEETS

Years Ended June 30

2001

2000

ASSETS

Cash and cash equivalents	\$ 14,847,065	\$ 18,624,545
Investments	4,090,827	—
Accounts receivable		
Registration fees	1,091,739	536,830
Interest	151,296	246,145
State grant – Local Assistance Program (LAP)	1,213,856	510,508
State grant – Traffic Management Plan (TMP)	37,561	—
Federal grant – Congestion Mitigation and Air Quality Improvement (CMAQ)	165,141	146,897
Bay Area Rapid Transit District (BART)	10,501	12,682
Alameda County Transportation Authority	12,676	13,234
State grant – California Department of Transportation (Caltrans)	107,302	—
Advance to Metropolitan Transportation Commission (MTC)	1,362,672	—
Prepaid expenses and other assets	183,827	152,038
Equipment, net of accumulated depreciation	1,800,745	2,586,396
Total Assets	\$ 25,075,208	\$ 22,829,275

LIABILITIES AND RETAINED EARNINGS

Accounts payable	\$ 1,308,193	\$ 1,027,769
Retentions payable	23,620	85,714
Accrued expenses	525,667	358,105
Total Liabilities	1,857,480	1,471,588
Retained earnings	23,217,728	21,357,687
Total Liabilities and Retained Earnings	\$ 25,075,208	\$ 22,829,275

COMBINED STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN RETAINED EARNINGS

<i>Years Ended June 30</i>	2001	2000
REVENUES		
Registration fees	\$ 5,968,239	\$ 5,835,786
State LAP	3,357,739	2,722,327
State match – Traffic Systems Management (TSM)	—	24,905
State grant – TMP	37,561	—
Federal grant – TMP	—	82,116
Federal grant – CMAQ	660,349	706,966
BART	10,501	73,837
Alameda County Transportation Authority	75,216	59,709
State grant – Caltrans	319,498	—
Interest	1,049,840	971,596
Total Revenues	11,478,943	10,477,242
OPERATING EXPENSES		
Towing contracts	4,431,718	4,305,090
Consulting	1,144,567	945,519
Dispatcher charges	586,764	927,258
Salaries and benefits	586,827	598,188
Depreciation	923,181	981,522
Communications charges	443,973	688,681
Repairs and maintenance	995,172	818,112
Knockdown/vandalism	—	206,053
Electronic repairs and maintenance	—	1,839,250
Insurance	51,388	46,618
Overhead charges	296,244	232,350
Professional fees	17,500	9,238
Other	141,568	251,237
Total Operating Expenses	9,618,902	11,849,116
Net income (loss)	1,860,041	(1,371,874)
Retained earnings, July 1	21,357,687	22,729,561
Retained Earnings, June 30	\$ 23,217,728	\$ 21,357,687

COMBINED STATEMENTS OF CASH FLOWS

Years Ended June 30

2001

2000

CASH FLOWS FROM OPERATING ACTIVITIES

Net income (loss)	\$ 1,860,041	\$ (1,371,874)
Non-operating revenues and expenses		
Operating grant revenues	(1,017,408)	(789,082)
Interest revenue	(1,049,840)	(971,596)
Adjustments to reconcile net income (loss) to net cash used for operating activities		
Depreciation	923,181	981,522
Loss on disposal of assets	561	1,419
Changes in assets and liabilities		
Registration fees receivable	(554,909)	474,547
Other receivables	(807,911)	(106,816)
Prepaid expenses and other assets	(31,789)	(152)
Accounts payable	102,251	(834,262)
Retentions payable	(62,094)	(14,794)
Accrued expenses	345,736	133,470
Unearned revenue	—	(501,440)
Net Cash Flows Used for Operating Activities	(292,181)	(2,999,058)

CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES

Advance to MTC	(1,362,672)	—
Operating grants received	961,603	732,320
Net Cash Flows Provided by (Used for) Non-Capital Financing Activities	(401,069)	732,320

CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES

Purchases of equipment	(138,092)	(51,626)
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CASH FLOWS FROM INVESTING ACTIVITIES

Purchase of investments	(4,072,855)	—
Interest received	1,126,717	961,067
Net Cash Flows Provided by (Used for) Investing Activities	(2,946,138)	961,067

Net decrease in cash and cash equivalents	(3,777,480)	(1,357,297)
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Cash and cash equivalents, beginning of year	18,624,545	19,981,842
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Cash and Cash Equivalents, End of Year

\$ 14,847,065	\$ 18,624,545
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CALL BOX STATEMENT OF REVENUES, EXPENSES AND INTERFUND TRANSFERS BY COUNTY

Year Ended June 30, 2001	Alameda	Contra Costa	Marin	Napa	San Francisco	San Mateo	Santa Clara	Solano	Sonoma	Total
REVENUES										
DMV registration fees	\$ 1,233,868	\$ 846,519	\$238,932	\$125,145	\$ 489,057	\$ 717,522	\$ 1,507,567	\$ 344,020	\$ 465,609	\$ 5,968,239
State grant – Caltrans	159,749	159,749	—	—	—	—	—	—	—	319,498
Interest	214,689	147,735	42,169	23,289	91,210	126,375	265,758	57,469	80,885	1,049,579
Total Revenues	1,608,306	1,154,003	281,101	148,434	580,267	843,897	1,773,325	401,489	546,494	7,337,316
EXPENSES										
Operating expenses	826,350	657,897	179,277	135,914	81,513	541,798	1,058,558	394,000	354,180	4,229,487
Interfund transfers to Freeway Service Patrol	417,235	218,366	91,501	—	37,738	151,106	300,471	—	31,371	1,247,788
Total Operating Expenses and Interfund Transfers	1,243,585	876,263	270,778	135,914	119,251	692,904	1,359,029	394,000	385,551	5,477,275
Net income	364,721	277,740	10,323	12,520	461,016	150,993	414,296	7,489	160,943	1,860,041
Retained earnings (deficits), beginning of year	4,625,853	2,808,693	(56,117)	(73,263)	2,591,583	2,465,756	7,041,804	(222,364)	2,087,802	21,269,747
Retained Earnings (Deficits), End of Year	\$4,990,574	\$3,086,433	\$ (45,794)	\$ (60,743)	\$3,052,599	\$2,616,749	\$ 7,456,100	\$ (214,875)	\$2,248,745	\$ 23,129,788

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AND EXECUTIVE STAFF

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AND CREDITS

RESOURCES

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KEY PUBLICATIONS

*Citizens' Guide to the
Metropolitan Transportation
Commission*

*Moving Costs:
A Transportation Funding Guide
for the San Francisco Bay Area*

Getting There on Transit

Transactions
(Newsletter)

All publications are available free
of charge from the MTC Library;
versions are also available on
MTC's Web site.

WEB SITES

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www.mtc.ca.gov

TransLink®
www.translink.org

Transit Information
www.transitinfo.org

TravInfo® Traveler Information
www.travinfo.org

Pavement Management System
www.mtcpgms.org

RIDES for Bay Area Commuters
www.rides.org

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